

TRANSPORTATION

Please note: these draft goals and policies have been consolidated from two separate sections of the existing Comprehensive Plan (the current policies in the Transportation Element of the Comprehensive Plan (pages 6-2 to 6-8 of the existing element), and the implementation strategies included at the end of the element (pages 6-48 to 6-52)). Proposed additions are underlined, and proposed deletions are struck-through. The numbering has been preserved from the existing element to permit easy cross-referencing to the current policies.

For the implementation strategies from the existing element, the following acronyms have been used within this document.

Adequate Transportation Facilities and Services – ATFS

Maintenance, Preservation/Rehabilitation and Safety of Transportation – M,P/R,S

Funding for Transportation Facilities – FTF

Environmental Protection - EP

Economic Development, Neighborhood Revitalization, and Tourism – ED,NR,T

Alternative Modes and Modal Integration – AM,MI

Intergovernmental Coordination and Citizen Participation – IC,CP

ADEQUATE

TGOAL – Provide an adequate transportation system.

ATFS STRATEGY 3

Monitor for road capacity needs identified either through future traffic analysis~~analyses~~, use of the County's TModel (currently being developed)~~transportation model~~, or as may be identified in future~~and~~ adopted Regional Transportation Plans or State Transportation Plans.

ATFS STRATEGY 6

Periodically review the County's land use regulations to ensure that adequate provisions exist for the siting and design of transportation facilities, ~~as required by the GMA and the County-wide Planning Policies.~~

SAFE

TGOAL (From Objective T3) — ~~— Provide a transportation system that minimizes risks for all users of the county transportation system.~~

POLICY T3.3

Design new transportation improvements with safety as a key priority.

POLICY T3.2

Identify ~~Existing~~ locations in the road system ~~which that~~ have access management and/or safety problems ~~should be identified~~ and prioritize ~~corrective resources actions prioritized toward in~~ those ~~ese~~ locations.

POLICY T3.1

Limit ~~the~~ transportation of hazardous waste ~~should be limited to~~ specific routes ~~within the county, except for collection or delivery trips to collect or deliver the materials~~ to local industrial and/or commercial sites.

WELL-MAINTAINED

M,P/R,S STRATEGY 1

Maintain a comprehensive inventory of existing transportation facilities, including age, condition, ~~intent of~~ use, useful life,

maintenance history, and maintenance requirements ~~(currently being developed).~~

M,P/R,S STRATEGY 2

~~Continue a method to p~~Periodically perform condition and operational surveys of roads to ~~prepare, review and prioritize~~ and prepare for County maintenance projects.

COORDINATED

T GOAL – Facilitate coordinated land use and transportation planning between and within different jurisdictions.

POLICY T5.3

Coordinate the plans, programs and projects ~~with of~~ local, regional, state and federal agencies to ensure consistency between the development of land uses ~~development~~ and the availability of transportation facilities ~~on a regional basis.~~

IC,CP STRATEGY 1

~~Maintain and e~~Enhance joint transportation planning and decision-making efforts with ~~the cities of Centralia and Chehalis, the ports of Chehalis and Centralia, other~~ local, state and regional jurisdictions, ~~and other local agencies~~ and organizations.

IC,CP STRATEGY 3

Continued ~~County participation to participate~~ in inter-jurisdictional forums, such as the Southwest Regional Transportation Planning Organization (SWRTPO), ~~in order to pursue that~~ coordinated planning and decision-making efforts that uniformly benefit the County, cities, and other jurisdictions.

POLICY

Maintain a county-wide transportation model to help coordinate the plans of different jurisdictions (as available funding allows).

POLICY T5.2

~~Establish~~ Utilize a coordinated development review procedure process, or similar mechanism, to harmonize transportation improvements that affect multiple jurisdictions or agencies. to aid in the preservation of county-wide significant transportation corridors.

POLICY T5.4

~~Offer~~ Offer local governments data about on county transportation facilities to local governments to aid assist in the evaluation of transportation impacts that may resulting from development. This includes development and maintenance, in cooperation with other local agencies, of a county-wide transportation model.

LONG-RANGE

T GOAL – Anticipate future roadway needs.

POLICY T10.1

~~Provide adequate facilities and services for alternative transportation modes by identifying~~ specific corridors and alignments that are necessary for future transportation improvements and take steps to protecting the needed right-of-way.

FINANCIALLY FEASIBLE

TGOAL (From Objective T2)—— – Develop strategies to ensure sufficient financing is available for the maintenance of all existing countywide transportation facilities.

ATFS STRATEGY 1

Strive to implement the projects identified within this Transportation Element, and M~~maintain~~ the Six-Year Transportation Improvement Program as the principal implementation tool for carrying out the ~~transportation element's~~ goals, objectives, and policies.

FTF STRATEGY 1

~~Secure existing funds and identify new~~ funding sources to support the desired long term and short-term planning goals and the implementation of ~~all~~ needed transportation system improvements.

FTF STRATEGY 2

Continue to research and ~~update~~ pursue available potential options to finance transportation facility projects, improvements and maintenance, ~~and seek additional revenue sources.~~

FTF STRATEGY 3

~~Maintain a process to determine priorities~~ Continue to be strategic with for transportation capital investments and to guide the selection, funding priority and implementation of transportation programs and projects.

FTF STRATEGY 4

Actively P~~participate actively at the~~ regional, state and federal levels to secure financing for specific or "special" projects.

ENVIRONMENTALLY SOUND

TGOAL (From Objective T4)—— – Manage the growth of the transportation system in a way that minimizes adverse environmental impacts and enhances the quality of life for residents of the county.

POLICY T4.1

Utilize sound and environmentally responsible design principles in roadway and transportation facility construction.

POLICY T4.3

~~Wherever feasible, Where the location of transportation facilities will result in use mitigation sequencing to minimize and mitigate unavoidable environmental impacts associated with transportation projects, such impacts should be mitigated as far as is reasonable.~~

POLICY T4.2

~~Transportation facility design should minimize adverse effects on sensitive natural features where feasible.~~

PUBLICALLY REVIEWED

T GOAL (FROM IC, CP STRATEGY 2) – ~~Continue~~ Promote public involvement in transportation planning and design activities so to ensure that the decisions made regarding the County's transportation system are reflective of general community goals and objectives, and are sensitive to the special interests of affected parties.

POLICY T

Ensure that County residents are involved in the design of transportation infrastructure as early as practical to help influence the design of the facilities.

MOVEMENT OF FREIGHT

T GOAL (From Policy T7.1) –

Strive to ~~provide sufficient funds to fund,~~ construct and maintain adequate routes to serving rail, air and port facilities. This

~~support should be at a level of service to support present and future demands on commodity movements and should come from all levels of public and private agencies.~~

POLICY T7.2

~~Establish Identify transportation routes and priorities priority improvements to and determine needed alignments for routes that best serve economic development lands opportunities.~~

POLICY

Partner with a variety of public and private agencies to fund, build and maintain routes that support rail, air and port facilities.

POLICY T9.3

~~Identify options to mMitigate the impacts of urban congestion on freight movement around the I-5 corridor. Implement Ttransportation system management measures should be implemented as appropriate.~~

AIRPORTS

T GOAL – ~~Provide adequate capacity and safety, to accommodate demand~~ for air service, at county airports.

~~Objective T8 — Coordinate with regional and state agencies to fulfill state-wide needs for the potential siting of new facilities for international cargo and passenger air travel.~~
POLICY
View airports as a key component of Lewis County's transportation system, and work with public and private partners to ensure the long-term viability of the facilities.

POLICY T8.1

~~Cooperate with Airport Authorities to ensure~~ Assure that airports have there are appropriate connections to ground

~~transportation roads and/or rail service links, at county airports, to accommodate passengers, cargo freight movement and other services.~~

POLICY T8.2

Observe Federal Aviation Administration (FAA) standards for development in airport areas, including height limitations, noise mitigation, and land use considerations, for development in airport areas.

POLICY T8.3

Discourage residential development in airport approach zones or in ~~other~~ high noise areas around airports.

RAIL

T GOAL Preserve and improve existing rail corridors and facilities.

Objective T9

Maintain sufficient rail capacity ~~and storage~~ to accommodate rail freight rail traffic, storage while supporting and passenger service within the rail corridor.

POLICY T9.1

Reduce conflicts between rail and vehicular traffic wherever practical, particularly through the implementation of safe crossings.

POLICY _____

Support the public ownership of rail corridors to ensure the long-term beneficial use of the lands (either as rail spurs, roads or trails).

POLICY T9.2 _____

~~Work with rail interests to increase rail capacity to meet current and future rail car storage demands.~~

POLICY _____

Continue to advocate for the preservation of an Amtrak stop in Centralia.

POLICY T9.4 _____

~~Work closely with cities and individuals to ensure that implementation of the high speed rail corridor upgrade is fair and considers the safety and local access impacts in small communities.~~

ALTERNATIVE TRANSPORTATION MODES

TGOAL (From Policy T10.5): — Strive to Assure that all citizens, including low-income individuals, people with disabilities and other disadvantaged individuals, have access ~~to basic transportation services.~~ transportation options that allow them to reach-meet their basic needs.

POLICY _____ (from TGOAL)

_____ Plan and develop a multi-modal county transportation system that ~~will enhance~~ access and mobility ~~for users of all modes of travel~~ to major destinations in the county. Focus improvement efforts in or near Urban Growth Areas, between Urban Growth Areas, and in LAMIRDS.

Objective T10 — Encourage the use of alternative transportation modes ~~to decrease reliance on the private automobile~~

POLICY T10.3

Continue to coordinate the planning of alternative modes of transportation mode planning with other jurisdictions and agencies.

POLICY T10.2

Help Support transit agencies and WSDOT as they create options for as they plan and implement alternative modes of transportation, including modes, mass transit, and car/car/van-pools.

POLICY T11.4

Encourage the maintenance of existing park-and-ride lots, and the establishment of new park-and-ride facilities lots at suitable, convenient locations.

~~POLICY T10.1~~

~~Provide adequate facilities and services for alternative transportation modes by identifying specific corridors and alignments and protecting needed right-of-way.~~

~~POLICY T10.6~~

~~Encourage local and regional transportation systems which contribute to the provision of basic transportation services, enhance mobility of the community, promote energy conservation, and relief from future traffic congestion.~~

~~POLICY T10.7~~

~~The County should encourage consistency and uniformity of standards in the multi-modal county transportation system.~~

TELECOMMUTING

Goal TS 8.3 – Promote teleworking and other distance work arrangements to help reduce the number of needed commutes and build the economy of rural areas, LAMIRDs, and the small communities of Lewis County.

POLICY

Strive to promote high speed internet throughout Lewis County (see Utilities and Capital Facilities Element).

TRANSIT

TGOAL (from Objective T11) – Coordinate land use decisions with existing and planned ~~transportation~~ transit services.

POLICY T11.2

Assist Work with transit agencies to explore options to best provide public transit link public transit systems across within Lewis the County.

POLICY ____ (from T GOAL)

~~Establish land uses and urban~~ Promote development patterns that support public transportation and ~~promote~~ encourage ridership.

POLICY T11.1

Encourage Plan for higher density land uses along public Twin Transit's transportation corridors.

POLICY

Strive to increase the frequency and hours of service for all bus routes.

POLICY _____

Strive to create or expand bus service in the western and southern portions of the County.

POLICY T11.3 _____

Consider incorporation of the work of the Lewis County Rural Transit Plan into future public transportation decision making.

PEDESTRIAN AND BIKE

TGOAL (from Objective T12) – Objective T12 — Encourage the establishment of safe pedestrian and bicycle facilities in locations access throughout Lewis Cthe county as part of the non-motorized circulation system.

POLICY T10.4

Encourage Strive to create and facilitate the use of alternative nonmotorized routes means of travel by linking that link activity centers (such as LAMIRDs) with such to things such as pedestrian walkways, and bicycle paths, recreational lands, commercial areas and schools.

POLICY T12.1

Where the implementation of a pathway on the county road system is not feasible, Strive-strive to site an alternative route along a parallel corridor where implementation of a pathway on the county road system is not feasible.

POLICY T12.2

Encourage Pursue the development of safe pedestrian and convenient pathways and crossings at certain hazardous and high use locations along county wide travel corridors in the County.

POLICY _____

Seek to construct the specific pedestrian improvements in Figure _____.

POLICY T12.3 _____

Consider construction of safer and more convenient pathways in future County improvement projects that are constructed on the designated regional bicycle system.

POLICY T12.4 _____

Design and develop pedestrian and bicycle paths as funding priorities allow.

POLICY T12.5 _____

Develop criteria for determining the need for and location of pedestrian facilities within unincorporated urban areas.

DESIGN OF ROADWAYS TO PROMOTE CHARACTER

Goal — Utilize roadway improvements as a method to help enhance the character of Lewis County.

POLICY

Consider potential pedestrian, bike and aesthetic enhancements as part of future roadway improvement projects.

POLICY

Prioritize pedestrian and aesthetic enhancements in or near unincorporated Urban Growth Areas, LAMIRDs, and certain recreational lands.

WAYFINDING

ED, NR, T Strategy 3: Create new signage and enhance the use of technology to improve the ease of finding roadways that connect to the various natural features in and near Lewis County including Advertise and promote tourism including loop roadways into and through Lewis County that connect to Mountt. Rainier, Mount St. Helens, Mount Adams, Riffe and Mayfield Lakes, the various wilderness areas and national forest lands, and the nearby -and the Cascades, Mt. St. Helens and the Windy Ridge Viewpoint and Johnston Ridge Volcanic Observatory, and the Pacific Ocean beaches.

CONCURRENCY AND LEVEL OF SERVICE (LOS)

GOAL : Ensure adequate transportation facilities are provided concurrent with development.

ATFS STRATEGY 2

Develop and administer transportation concurrency procedures as ~~an operational means~~ to ensure that provision of adequate transportation facilities and services are provided as part of development.

Objective T13

Maintain a Level of Service (LOS) on county roadways that is standards consistent with current County road standards and ~~with the goals, objectives, and policies of this the~~ Comprehensive Plan.

Policy T6.2

Permit new development only when required transportation improvements have been made prior to or concurrent with construction.

~~T GOAL Provide the means by which the adequacy of the County road system is measured to assure that adequate facilities are present or planned and funded at the time of development.~~

POLICY T13.1

~~Have~~Ensure that transportation facilities are either in place, or are planned and funded to be in place within six years of any development, ~~to assure that the County maintains concurrency between planned growth and needed facilities.~~

POLICY T13.2

~~Assure that~~Prohibit projects ~~which that~~ cannot meet the concurrency requirements of RCW 36.70A.060(B) ~~be prohibited to assure planned development does not overwhelm existing facilities.~~

ATFS STRATEGY 5

Coordinate with ~~Centralia, Chehalis and other~~Lewis County's incorporated jurisdictions communities in monitoring to monitor the level of service standards for transportation facilities in their unincorporated urban growth areas. Jointly review traffic volumes and other transportation data for proposed projects for monitoring to identify -transportation needs and traffic congestion within the urban growth areas and, as necessary, identify potential improvement strategies, to alleviate any congestion.

~~T GOAL Improve County roads and bridges to current standards as funding allows.~~

~~T GOAL The County should encourage the implementation of a safe, convenient, and efficient transportation system.~~

Objective T1 — Provide transportation facilities and improvements in relation to the needs and functions they are intended to serve.

Policy T1.1

The size and design of transportation facilities and improvements should be appropriate for their anticipated needs and functions.

Policy T3.4

Support a road and walkway lighting program keeping with current illumination policy.

Objective T5 Provide an intermodal transportation system.

Policy T5.1

Encourage the development of uniform design standards for the county transportation system.

T GOAL Land use development and redevelopment should be coordinated and balanced with the transportation facilities needed to support them.

Objective T6

Develop a transportation system that equitably addresses the needs of resource, rural, urban lands, and critical areas.

Policy T6.1

Right-of-way for new roadways or the improvement of existing roadways should be obtained prior to or concurrent with development.

T GOAL Preserve and enhance the existing county wide transportation roadway network.

Objective T7 Strive to provide adequate local routes connecting commercial and industrial lands with the county and regional road system.

Policy T7.3

Identify and assess resources to improve a core system of all-weather roads to move natural resource commodities.

Adequate Transportation Facilities and Services

ATFS Strategy 4: Identify transportation improvement needs to attain the vision and plan concept of the Land Use Element.

ATFS Strategy 7: Develop and maintain transportation related data and its analysis through the County's 'County Roads Information System' (CRIS and 'Mobility'), the traffic model (TModel) currently being developed, and the Geographic Information System (GIS).

Maintenance, Preservation/Rehabilitation and Safety of Transportation Facilities

M,P/R,S Strategy 3: Develop a comprehensive multi-year schedule for the maintenance of all volumes and other transportation data for monitoring transportation needs and traffic congestion within the urban growth areas and, as necessary, identify improvement strategies to alleviate any congestion.

M,P/R,S Strategy 4: Continue to improve roadway system design and operation, and enhance general travel and mobility to move people and goods efficiently and effectively.

M,P/R,S Strategy 5: Address the safety of the County transportation roadway network by reducing or preventing accidents

M,P/R,S Strategy 6: Periodically review the County's land use regulations to ensure adequate provisions for siting transportation facilities, as required by the GMA and the County wide Planning Policies.

M,P/R,S Strategy 7: Develop and maintain transportation-related data and its analysis through the County's 'County Roads Information System' (CRIS and 'Mobility'), the traffic model (TModel) currently being developed, and the Geographic Information System (GIS).

Environmental Protection

EP Strategy 1: Consider a higher priority for transportation facilities and projects that will alleviate and mitigate impacts on the environment.

EP Strategy 2: Follow the NEPA/SEPA procedures to assess environmental impacts of transportation projects as needed, and identify appropriate mitigation measures for adverse impacts.

EP Strategy 3: Work with regional jurisdictions, and Centralia, Chehalis and other cities to assess, address and promote environmental protection and enhancement, and leverage federal and state programs for transportation project funding.

Economic Development, Neighborhood Revitalization, and Tourism

ED,NR,T Strategy 1: Strengthen the link between transportation facilities and services and economic development, neighborhood revitalization, and tourism.

ED,NR,T Strategy 2: Address the revitalization of neighborhood and enhancing tourism through improving roads, maintaining the condition of roads and providing roadway amenities.

ED,NR,T Strategy 4: Develop a means to identify and fund the transportation facilities and infrastructure improvements needed to meet the economic development, neighborhood revitalization, and

tourism goals of the County; involving the Economic Development Council and business community in these efforts.

ED,NR,T Strategy 5: Address County economic development efforts including the support and enhancement of the Land Use Element's rural concept of small towns, suburban enclaves, rural freeway interchanges, and industrial land banking.

Alternative Modes and Modal Integration

AM,MI Strategy 1: Consider facilities on the existing or new roadway system to accommodate the operational needs of non-automobile modes of transportation, such as bicycle routes, and sidewalks, as funding allows, to alleviate facility issues, intermodal conflicts, and safety concerns of the multi-modal system.

AM,MI Strategy 2: Support the development and maintenance of County paths and trails.

AM,MI Strategy 3: Coordinate with Twin Transit on transit service in the Centralia-Chehalis area and beyond, and with SWRTPO to aid in establishing region-wide direct service transit and to promote the use of public transportation.

AM,MI Strategy 4: Coordinate with the Chehalis and Centralia Port Districts to ensure cargo opportunities can be met and possible future congestion can be minimized.

AM,MI Strategy 5: Support the Freight Access By Rail (FAR) Project proposed for the Tacoma Eastern Railroad rail line to provide rail service for freight movement between Tacoma and Chehalis, and Tacoma and Morton, and excursion between Chehalis and Morton and the Mount Rainier recreational area.

Please Note: The policies below specifically relate to Level of Service Standards, a topic that staff would like discuss further before including within the draft. The policies are included for your reference.

POLICY T13.3

Make efficient use of existing facilities and assure that transportation LOS not be so narrowly defined that single or isolated network problems result in significant disruption, when reasonable alternatives are available or necessary. Thus, the County will look at corridor wide measures of service, rather than single movement or intersection measures, where reasonable alternatives are available.

POLICY T13.4

Encourage the improvement of existing facilities, even where overall regional facilities are not in place.

POLICY T13.5

Use the Institute of Traffic Engineers A-F traffic performance scale, in connection with the TModel 3 calculations for purposes of identifying both need and priority for County funding and construction of transportation capacity enhancement projects on State Routes and major county roadways.

POLICY T13.6

Encourage the efficient use of existing facilities and to avoid dislocations caused by artificial or overly narrow assessment of traffic deficiency at a specific location when the overall system is able to accommodate traffic. For this reason, concurrency in Lewis County for arterials shall be determined as follows:

1. The peak hour shall include the peak commute hour and the next highest hour adjacent to the peak commute hour.
2. The concurrency measure shall apply to state routes and major county roadways and be calculated on a corridor basis. A corridor is defined as including the principal routes and affected intersections, together with associated routes and intersections that provide reasonable alternatives for the expected trips. The LOS for concurrency purposes is measured on a corridor average and not any single facility within the corridor. The level of service shall be calculated on the basis of the total traffic-carrying capacity of the corridor, when measured against the total traffic potentially using the corridor. The level of service for deficiency purposes for both urban and rural areas shall be when the overall average applied to state routes and major county roadways for the entire corridor falls below LOS "D".
3. The concurrency measure shall also include transportation demand management strategies, transportation alternatives, and prorata participation. Where a project will affect a corridor which is at or below the measured LOS as provided in 1 and 2 above, but will pay, in whole or in part, for facilities which will improve safety or the flow of traffic, or fund a prorata share of a planned bypass or alternate and meets County objectives for housing or economic development, the project shall be considered consistent with these goals and policies and may be approved.
4. The County shall adopt specific development regulations to implement 1-3 above.

POLICY T13.7

State Facility LOS and Concurrency - Follow the LOS for state facilities as adopted pursuant to RCW 47.06 and 47.80 and to prioritize its Transportation Plan accordingly.

POLICY T13.8

State Facility LOS and Concurrency - Where state funding is not adequate to meet state-mandated levels of service on highways of

state significance, it is the policy of Lewis County to encourage new development to occur in locations which promote the overall goals of the comprehensive plan and to participate in traffic mitigation programs to reduce or mitigate impacts, to the extent practical, and to participate in local efforts to identify and develop reasonable alternatives.